



DEPARTMENT OF THE NAVY  
UNITED STATES PACIFIC FLEET  
FIGHTER SQUADRON TWO HUNDRED THIRTEEN  
FPO SAN FRANCISCO 96601

1969  
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IN REPLY REFER TO:

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From: Commanding Officer, Fighter Squadron TWO HUNDRED THIRTEEN  
To: Chief of Naval Operations (OP-05D2)

Subj: Command History; submission of (U)

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Squadron History for Calendar Year 1969

1.(U) In accordance with reference (a), enclosure (1) is forwarded  
as OPNAV Report 5750.1.

*T. C. Steele*  
T. C. STEELE

Copy to:  
Director of Naval History (OP-09B9)  
Washington Navy Yard, Washington, D. C. 20390  
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## TABLE OF CONTENTS

Brief Chronology	Page 1
Deployment in KITTY HAWK	1
Training Cycle	2
History	2
Command Organization and Relations	2
Operations	3
Special Topics	5
Annexes	
Officer Precedence List	A
Enlisted Roster	B
Commanding Officer's Biography	C
Executive Officer's Biography	D
Flight Summary	E
Aircraft Inventory	F
Ordnance Summary	G
Squadron History	H
Glossary	I

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BRIEF CHRONOLOGY OF 1969

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DEPLOYMENT IN USS KITTY HAWK (CVA-63)

JANUARY - SEPTEMBER

- 1-3 JAN - Enroute to Pearl Harbor, Hawaii in USS KITTY HAWK (CVA-63)
- 4 JAN - Air Operations off Hawaii
- 5 JAN - Inport Pearl Harbor, Hawaii
- 6-8 JAN - Operational Readiness Inspection
- 9 JAN - Inport Pearl Harbor, KITTY HAWK/CVW-11 Presidential Unit Citation Ceremony. Depart for Subic Bay, Republic of the Philippines
- 10-19 JAN - Enroute Subic Bay
- 20-24 JAN - Inport Subic Bay
- 23-24 JAN - Sparrow III Missile Exercise
- 25 JAN - Depart for Yankee Station
- 26 JAN - Air Operations off R.P.
- 27 JAN - Enroute Yankee Station
- 28 JAN - 23 FEB - First line period on Yankee Station
- 23 FEB - Depart for Subic Bay
- 24 FEB - Tet Offensive. Return to Yankee Station
- 25-28 FEB - Yankee Station operations
- 28 FEB - Depart for Subic Bay
- 1 MAR - Enroute Subic Bay
- 2-9 MAR - Inport Subic Bay
- 6-8 MAR - Air Combat Maneuvering/Mirror Landing Practice
- 10 MAR - Depart Subic Bay
- 11 MAR - Air operations off R.P.
- 12 MAR - Enroute Yankee Station
- 13 MAR - 4 APR - Second Line Period on Yankee Station
- 4 APR - Depart for Subic Bay
- 5 APR - Enroute/Sparrow III Missile Exercise
- 6-14 APR - Inport Subic Bay
- 15 APR - Depart for Hong Kong
- 16 APR - Enter Hong Kong
- 17 APR - Depart Hong Kong
- 18 APR - 9 MAY - Third Line Period on Yankee Station
- 9 MAY - Depart for Sea of Japan
- 10-13 MAY - Enroute
- 14-15 MAY - Air Operations off South Korea
- 16-24 MAY - Inport Sasebo, Japan
- 25-27 MAY - Air Operations, Sea of Japan
- 28 MAY - 4 JUN - Inport Sasebo, Japan
- 5 JUN - Depart Sasebo, Japan
- 6-15 JUN - Air Operations off Okinawa
- 10 JUN - Sparrow Missile Exercise
- 16-24 JUN - Inport Sasebo, Japan
- 18 JUN - VF-213 Change of Command
- 25 JUN - Enroute Yankee Station
- 26 JUN - Air Operations off Okinawa

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27-28 JUN - Enroute Yankee Station  
29 JUN - 14 JUL - Fourth Line Period on Yankee Station  
3 JUL - Lost A/C BU NO 153015. MODEX 106. Crew Recovered with  
minor injuries  
10 JUL - CTF-77 Change of Command  
15 JUL - Fire Power Demonstration, enroute Subic Bay  
16-20 JUL - Inport Subic Bay, R.P.  
20 JUL - Depart for Hong Kong  
22-27 JUL - Inport Hong Kong  
28-29 JUL - Enroute Yankee Station  
30 JUL - 16 AUG - Fifth line period on Yankee Station  
17-18 AUG - Inport Subic Bay  
19 AUG - 3 SEP - Enroute CONUS  
4 SEP - Arrive CONUS

#### TRAINING CYCLE

##### SEPTEMBER - DECEMBER

5 SEP - 6 OCT - Post Deployment Leave Period  
6-14 OCT - Air Intercept Training (AAI)  
15 OCT - 16 NOV - Squadron detachment to NAS Key West, Florida  
3-7 NOV - Electronic Warfare (EW) exercise with EB-47, continued AAI training  
8-30 NOV - AAI Training  
12-13 NOV - Air-to-Air Refueling (ARF) Training  
1-9 DEC - ARF/AAI, Automatic Carrier Landing (ACL) Training  
10-11 DEC - AAI Training  
12-31 DEC - AAI/ACL/ACM Training

#### HISTORY

##### COMMAND ORGANIZATION AND RELATIONS

Fighter Squadron TWO HUNDRED THIRTEEN, a component of Attack Carrier Air Wing ELEVEN, is homeported at the Naval Air Station, Miramar, California. The basic mission of VF-213 is to provide all-weather air superiority for the fleet. A secondary mission of conventional weapons delivery supplements the Air Wing's attack capability. Commander Forrest Prentice ANDERSON, USN was the Commanding Officer from 2 July 1968 until relieved by Commander Ted Charles STEELE, Jr., USN on 18 June 1969 during ceremonies held in USS KITTY HAWK (CVA-63) at Sasebo, Japan.

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## OPERATIONS

### DEPLOYMENT in KITTY HAWK

The Black Lions of Fighter Squadron TWO HUNDRED THIRTEEN deployed to the Western Pacific and the Southeast Asian theater of operations for its fourth combat cruise in as many years on 30 December 1968 in KITTY HAWK. Transit of the Pacific and completion of the Operational Readiness Inspection with a numerical grade of 88.13 were accomplished as the squadron finished the last preparatory stages for combat operations.

Air Wing ELEVEN policy divided each line period into five day segments with one of the two fighter squadrons taking the primary role of fighter/photo escort, while the other squadron assumed the attack role.

The first line period on Yankee Station began on 28 January and its scheduled termination was extended five days to 28 February due to an enemy offensive which coincided with the Tet celebration. For the first time KITTY HAWK utilized a one hour and forty-five minute cycle of operations, thereby requiring the F4B's to carry a 600 gallon centerline tank and two 370 gallon wing tanks. As bombers, the F4B carried one AIM-7E Sparrow III missile, one AIM-9D Sidewinder missile, and six MK-82, 500 pound bombs or four MK-83, 1000 pound bombs. For combat air patrol or escort missions, the aircraft were configured with two Sparrow and two Sidewinder missiles each.

During the 32-day first line period, 430 sorties were flown for a total of 873.4 flight hours, expending 262.77 tons of ordnance. Continuing this high tempo of operations, VF-213 aircrews flew 389 sorties and 832.8 flight hours during the second line period from 13 March to 4 April. Ordnance deliveries totaled 225.2 tons.

On 16 April KITTY HAWK was recalled to Yankee Station from Hong Kong after only twelve hours in port to relieve the USS ENTERPRISE (CVAN-65), which had been directed to proceed to the Sea of Japan when an unarmed United States EC-121 reconnaissance plane was shot down by North Korean Migs. During the ensuing third line period, 18 April to 9 May, VF-213 flew 434 combat sorties for a total of 805.7 flight hours, delivering 226.85 tons of ordnance against the enemy. On 9 May KITTY HAWK chopped from Commander Task Force SEVENTY-SEVEN in the Tonkin Gulf and steamed north to the Sea of Japan to join Commander Task Force SEVENTY-ONE and relieve ENTERPRISE. Air operations were conducted off South Korea until 15 May and again from 25 May through 27 May.

On 18 June, during an inport period in Sasebo, Japan, VF-213 held change of command ceremonies in KITTY HAWK. The orders were read and honors rendered as Commander Ted Charles STEELE, Jr., USN, relieved Commander Forrest Prentice ANDERSON, USN, as Commanding Officer. Among the distinguished guests in attendance were Vice Admiral Ralph W. COUSINS, USN,

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Commander Task Force SEVENTY-SEVEN and Captain John F. DAVIS, USN, Commanding Officer of KITTY HAWK. During his address, Vice Admiral COUSINS noted the sustained high performance of the Fighting Black Lions of VF-213 and their outstanding safety record, having flown 20,000 accident-free hours over a four-year period.

The last days of June found KITTY HAWK and Air Wing ELEVEN once again in the Tonkin Gulf for its fourth line period, 29 June to 15 July. On 3 July, Lieutenant (b) (6) Pilot, and Lieutenant (b) (6) RIO, ejected from F4B Bureau Number 153015, two miles ahead of KITTY HAWK. Both crewmen were recovered in a matter of minutes and suffered only minor injuries.

On 10 June, Vice Admiral R. W. COUSINS was relieved by Vice Admiral M. F. WEISNER as Commander Task Force SEVENTY-SEVEN on the flight deck of KITTY HAWK while on Yankee Station. Approximately 100 officers and men of VF-213 attended the ceremonies.

On 15 June, Air Wing ELEVEN staged a fire power demonstration for the crew of KITTY HAWK. Those who witnessed the air show noted the awesome devastation which an attack carrier can bring to bear against enemies of the United States and each Black Lion was proud to be a member of that team. The two participating VF-213 aircraft demonstrated the squadron's dual mission of air superiority and air-to-ground ordnance delivery.

During the fourth line period, 29 June to 14 July, VF-213 flew 260 sorties for a total of 463.7 flight hours while expending 137.57 tons of ordnance. The fifth and final line period of the cruise began on 30 July and ended on 16 August. Combat sorties totaled 265 for 565.7 flight hours, and 132.65 tons of ordnance were delivered.

On 3 September 12 Black Lion aircraft launched from KITTY HAWK and landed at NAS Miramar. The ship docked at NAS North Island on 4 September 1969.

During the cruise, a total of 4249.3 flight hours were logged of which 1,394.3 were flown at night. VF-213 made 1,974 carrier landings, 654 of which were at night. Of the 134 days spent on the line or enroute, 49 days were on Blue Carrier schedule, operating 1200 to 2400, 45 days were spent on Red Carrier schedule, operating 2400 to 1200 and 11 days on White Carrier from 0600 to 1800. The Black Lions of Fighter Squadron 213 suffered no personnel losses either operationally or in combat.

#### Training Cycle

The remainder of the month of September and the first week of October comprised a stand-down period for post-deployment leave and the squadron conducted minimum flight operations from temporary spaces at Miramar.

VF-213 and its sister squadron VF-114 deployed a six-plane, ten crew detachment to Naval Air Station, Key West, Florida for "hot pad" duty in

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support of United States efforts in the Cuban area. The detachment was in Key West from 15 October to 16 November.

The latter part of November and the month of December were devoted to increasing aircrew proficiency in air-to-air intercepts and air combat maneuvering. Extensive use was made of 150-4 trainers by both pilots and radar intercept officers to improve proficiency in intercept techniques and cockpit commentary.

In early September, the squadron began its transition to the McDonnell-Douglas F-4J Phantom II with its Westinghouse AWG-10 weapons system and data link equipment. Many man hours were spent re-training maintenance personnel at the Naval Aviation Maintenance Training Detachment at Miramar and the squadron operations department developed a training syllabus that would familiarize aircrews in all aspects of the new weapons system. Every possible source of training was incorporated including air intercept training, aerial combat maneuvering against F-4's, A-4's, A-6's and A-7's, conventional weapons delivery, missile exercises, data link exercises including ACL practice, and air-to-air refueling.

The officers and men of Fighter Squadron TWO HUNDRED THIRTEEN are proud of their achievements during calendar year 1969 in fulfilling all assigned missions while upholding the reputation as finest fighter squadron in the United States Navy.

#### SPECIAL TOPICS

##### Awards

VF-213 was co-recipient of the Presidential Unit Citation presented at ceremonies in KITTY HAWK in January 1969. Individual awards during the calendar year included 146 Air Medals, 25 Navy Commendation Medals, 10 Navy Achievement Medals, and 13 Seventh Fleet Letters of Commendation. The South Vietnamese Government presented the Vietnamese Air Gallantry Cross with Bronze Star to seven officers.

##### Safety

- (1) Total hours flown 5212.0
- (2) CVA Landings Total/Day/Night 1974/1320/654
- (3) Aircraft Accidents
  - (a) 2-69A 7 January 1969
  - (b) 1-70A 3 July 1969
  - (c) No aircraft ground accidents occurred.

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Contributions/Achievements

During the 1969 Western Pacific cruise, VF-213 was the only F4B squadron equipped with the AN/APX-76. As a result of the operational evaluation and attendant reports provided by this command, all F4J's are now being equipped with this system. In addition, VF-213 was the first F4 squadron to utilize the AN/APN-154 in a combat environment.

The single most dominant factor in determining the battle efficiency of a fighter squadron is its ability to employ its air-to-air weapons system effectively. An officially recorded instance of this performance occurred during the Operational Readiness Inspection wherein this command scored 100% of the evaluation points permitted in each of four live missile firing exercises. A later demonstration of battle efficiency was documented in a live missile firing exercise conducted on 3 March 1969 at the Poro Point Missile Range near the Philippine Islands. This exercise was conducted by eight F4B's against maneuvering BQM-34A drones. Sixteen missiles were loaded, fourteen individual firing opportunities were obtained, and twelve missiles were fired, ten of which guided to the maneuvering target with a maximum miss distance of seven feet as determined by telemetry data. The two firing opportunities not exploited were results of one missile hydraulic malfunction and one blinking select light. The two missiles which failed flew ballistic trajectories, having been fired in full systems mode with all indications of an "up" system status. The outstanding results of the exercise are considered particularly significant as an index of crew/systems battle efficiency since 75 percent of assigned aircraft and 50 percent of assigned air-crews participated immediately following the first combat line period of thirty-seven days at sea.

The combat statistics for the period are highlighted by the absence of combat losses while completing 1,778 combat sorties, 3,577 flight hours, 1,287 of which were at night, and delivering 985 tons of ordnance against the enemy. An additional 119 sorties and 200 flight hours were accomplished in support of special operations in the Yellow Sea. To the frustration of the seventeen Black Lion fighter crews, no MIG encounters took place.

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ANNEX A

Fighter Squadron TWO HUNDRED THIRTEEN  
Fleet Post Office  
San Francisco, California 96601

1 December 1969

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OFFICER PRECEDENCE LIST

Name

Rank

File/Desig

STEELE, Ted C. Jr.

CDR

(b) (6)

(b) (6)

CDR

LCDR

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# ANNEX E

## Fighter Squadron TWO HUNDRED THIRTEEN Flight Summary

### Cruise Summary (1 January - 4 September 1969)

	<u>Flight Hours</u>			<u>Combat</u>		<u>Arrested Landings</u>		<u>ARF</u>	
	Total	Day	Night	Day	Night	Day	Night	Day	Night
JAN	294.6	224.0	70.6	85.1	19.8	107	32	24	6
FEB	829.0	508.5	320.5	501.2	320.5	260	121	42	4
MAR	775.0	535.4	239.6	460.5	234.2	205	133	33	25
APR	675.5	437.8	237.7	379.9	237.7	174	124	29	18
MAY	404.5	282.4	122.1	191.7	116.5	126	75	28	8
JUN	290.4	243.7	46.7	72.1	1.1	125	35	26	19
JUL	530.9	371.9	159.0	348.3	159.0	189	58	48	6
AUG	<u>449.4</u>	<u>251.3</u>	<u>198.1</u>	<u>250.8</u>	<u>198.1</u>	<u>134</u>	<u>76</u>	<u>19</u>	<u>8</u>
Cruise Totals	4249.3	2855.0	1394.3	2289.6	1286.9	1320	654	249	94

### Training Cycle

SEP	62.5	62.5	0.0
OCT	221.4	215.5	5.9
NOV	316.7	247.9	68.8
DEC	<u>362.1</u>	<u>287.6</u>	<u>74.5</u>

Grand  
Totals 5212.0 3668.5 1543.5

ANNEX F

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Aircraft in VF-213 Inventory During 1969

F4B	152996	F4J	155900
	153009		157242
	153011		157243
	153914		157247
	153017		157250
	153021		157251
	153023		157253
	153025		157254
	153027		157255
	153068		157256
			157258
153015	Operational Loss		
153030	Transferred to NAS Los Alamitos		
153019	Transferred to VF-121		

# ANNEX G

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Ordnance delivered against the enemy in Southeast Asia (January - August 1969)

1 JAN - 28 FEB	1st line period	262.77
3 MAR - 4 APR	2nd line period	225.52
18 APR - 9 MAY	3rd line period	226.85
29 JUN - 1 JUL	4th line period	137.57
30 JUL - 16 AUG	5th line period	<u>132.65</u>
	Total	985.36 Tons

## ANNEX H

### History of FIGHTER SQUADRON TWO HUNDRED THIRTEEN 1955 - 1969

Fighter Squadron TWO HUNDRED THIRTEEN's distinguished history began on 22 June 1955 when the squadron was commissioned at NAS Moffett Field. The now famous "BLACK LION" insignia consisting of a lion surmounting the constellation Leo against the dark night sky was chosen to depict the courage and tenacity necessary to perform the squadron's mission in the environment in which we work. Assigned the dual and demanding missions of night/all-weather fighters and special weapons delivery, the squadron was initially equipped with the McDonnell F-2H3 BANSHEE.

Following an extensive training period, the BLACK LIONS joined Air Wing TWELVE and departed for the Far East on board USS BON HOMME RICHARD (CVA-31) in early August 1956. Shortly after their return from a very successful cruise, the BLACK LIONS became one of the first Navy squadrons to receive the F-4D SKYRAY. This aircraft, then the Navy's finest all-weather interceptor, was a radical change from the BANSHEE both in performance and external appearance. At the time of its introduction to the fleet, the F-4D was the holder of several world speed and climb records.

Deploying in USS LEXINGTON (CVA-16), the Black Lions commenced the first of two WestPac cruises with the "Ford". Their return from the Far East in February 1960 marked the last operational deployment of the SKYRAY to the Far East.

Home again at Moffett Field, VF-213 swapped the F-4D for the McDonnell F-3H DEMON in March 1960. By November 1960, fully combat ready with their new aircraft, the Black Lions boarded the USS HANCOCK (CVA-19) for their fourth deployment in as many years. Returning in June 1961, the squadron was shifted to NAS Miramar which was destined to become "Fighter Town", home of all "AIRPAC" fighter aircraft. In the various competitions which ensued, VF-213 immediately distinguished itself as the outstanding all-weather fighter squadron. In October of that year, with less than 10 aircraft aboard, the squadron flew over 600 hours. A "missile shoot" at Pt. Mugu the following month established a new Pacific Missile Range record for squadron proficiency.

February 1962 found the BLACK LIONS once more bound for WestPac, again aboard USS HANCOCK (CVA-19). The deployment was highlighted by participation in United States initial support operations in Laos. Prior to their return to CONUS in June, all pilots had qualified as "Centurions" aboard HANCOCK. The next cruise in HANCOCK, June-December 1963, rang down the curtain on the DEMON and the BLACK LIONS commenced transition to the F-4 PHANTOM shortly after returning to Miramar. The squadron was

assigned a unique version of the PHANTOM, the F-4G, containing data link equipment compatible with shipboard and airborne Tactical Data Systems. An 18 month training and evaluation period followed during which the BLACK LIONS pioneered and standardized much of the Tactical Data System operations in use today. The BLACK LIONS' first deployment in PHANTOMS, which commenced in November 1965 aboard USS KITTY HAWK (CVA-63), was a combat deployment in the Gulf of Tonkin. In addition to continued operational evaluation of the Tactical Data Systems, the squadron accrued another "First" in the evaluation of the Approach Power Compensator System while supporting United States commitments in North and South Vietnam. This deployment marked the first utilization of the F-4 as a conventional bomber, a role which was destined to mark the PHANTOM as the number one aircraft in the Navy, Air Force and Marine inventory. Returning on June 19, 1966, the Black Lions traded their F-4G's for the latest F-4B's, again equipped with specialized electronic gear which required combat operational evaluation.

Midway through their short turn around training period, the BLACK LIONS operating proficiency and accomplishments were recognized by the receipt of the Chief of Naval Operations Safety Award. In November 1966 we were aboard KITTY HAWK again heading for what was now a "hot" war in the Gulf of Tonkin. Notable among the many accomplishments were the destruction of a North Vietnamese "Colt" aircraft, the strikes against Haiphong, Hanoi, Nam Dinh, Thanh Hoa and the first United States strike against the Mig base at Kep.

Late June 1967 found the BLACK LIONS back at Miramar readying themselves for their third consecutive combat cruise in less than two years. Despite heavy operating schedules and short turn-around periods, the outstanding readiness of the BLACK LIONS was amply evidenced by the 95.7 received during the Administrative/Material inspection conducted just prior to deployment. The second consecutive Chief of Naval Operations Safety Award presented to the BLACK LIONS reflected the spirit and competence of the entire squadron.

Leaving San Diego in November 1967, the BLACK LIONS arrived on the Line the 23rd of December, remaining there until 21 February to set a new record for consecutive days on Yankee Station. During this period, the squadron flew an unprecedented 1633 hours in 917 combat sorties. May 1968 marked the anniversary of our fourth year of PHANTOM operations, primarily in the combat area, without an operational accident; a period during which we have flown over 20,000 hours and made 6000 carrier landings. This is a record unequalled by any operational squadron and certainly envied by all of them. Official recognition of this performance came once again as the BLACK LIONS received their third consecutive Chief of Naval Operations Safety Award at ceremonies on the NAS Miramar parade ground shortly after returning to San Diego in June 1968.

Throughout the ensuing combat training cycle Fighter Squadron TWO HUNDRED THIRTEEN continued to exhibit exemplary performance reflected in the annual Administrative/Material Inspection evaluation grade of 95.23. After enjoying the first Christmas at home in four years, the BLACK LIONS departed San Diego on 30 December 1968 in KITTY HAWK for their fourth combat cruise in the Gulf of Tonkin. Although the cessation of the bombing in North Vietnam indicated a "de-escalation" of the war, such was not the case in the tempo of operations for VF-213. With the approach of the end of fiscal year 1969 the BLACK LIONS surpassed their own record of the previous year, flying more hours than any other deployable fighter squadron in the U. S. Navy.

## ANNEX I

### GLOSSARY/ACRONYMS

BARCAP	Barrier Combat Air Patrol. A patrol of fighter aircraft forming a barrier between the threat axis and radar picket ships and aircraft.
BLUE CARRIER	Normally conducts flight operations from approximately 1200 to 2400 hours while on Yankee Station.
FAC	Forward Air Controller. The FAC assigns targets to tactical aircraft and directs the air strike.
MER	Multiple Ejection Rack. Bomb and rocket delivery racks attached to wings or belly of aircraft. The MER has six ordnance stations.
RED CARRIER	Normally conducts flight operations from approximately 2400 to 1200 hours while on Yankee Station.
RIO	Radar Intercept Officer specifically trained in the art of airborne intercept control from the rear cockpit of the F4 aircraft. Secondary functions are that of navigation and communication. The RIO and pilot teamwork enable the F4 to maintain its rating as the world's finest and most effective all-weather interceptor aircraft.
SAM	Surface-to-air guided missile.
SIDEWINDER	A passive, infra-red homing air-to-air AIM-9 missile capable of being carried by many modern U. S. jet aircraft.
SPARROW	A semi-active radar guided air-to-air AIM-9 missile carried aboard the F4. The sparrow has an omni aspect firing capability.
TERS	Triple Ejection Racks. TER's serve the same purpose as a MER, however it has three ordnance stations.
VC	Viet Cong
WHITE CARRIER	Normally conducts flight operations during the hours of daylight, i.e. approximately 0600 to 1800 while on Yankee Station.
YANKEE STATION	A geographic point in the Tonkin Gulf.



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<u>Name</u>	<u>Rank</u>	<u>File/Desig</u>
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	ENS	
	WO1	

## ANNEX B

Fighter Squadron TWO HUNDRED THIRTEEN  
% Fleet Post Office  
San Francisco, California 96601

1 December 1969

NAMERATESERVICE NO

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TN

(b) (6)

AMHC

AMH3

AN

AN

AA

AQB2

AQF3

ATR3

ATR3

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PNSN

SD2

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ATR3

AA

PN2

ATR3

ASE3

ADJ3

ADJC

AA

PR2

ATR3

AQF3

ATR3

SD2

SA

AE3

DK2

PR3

AQF3

AN

AMEC

AEAN

AQ1

AMS1

AMS3

AQF3

ADJ3

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ATR3

B-2

(b) (6)

(b) (6)

AE3

AO1

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AQF3

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AQB3

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AO3

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AQFAN

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CSC

AMS2

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AMH3

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PRC

FN

AE3

SD3

ATR3

YN3

AN

AQ3

ADJAN

ADJ1

ADJ1

AMS3

ADJ3

AZ3

AN

AQF2

SN

AN

B-6

(b) (6)

(b) (6)

SA

AO3

AMS3

ADJ2

AMH3

AA

AZAN

AQF2

AMHAN

HML

ADJ1

ADJ3

AMH3

TN

AEL

AMS1

AMH3

HML

AMS3

AQFAN

AQF3

ADJ3

ADJ1

AMS3

SA

AT1

AN

CSL

FN3

B-7

(b) (6)



(b) (6)

AOCS

AQF3

AE1

AZ2

AZ3

AME2

ADJAN

ATN3

YN1

AMH1

AMH3

AO2

AZ3

AK2

AMH3

AFCM

AN

AMH2

AMH3

AQF3

AMCS

AOC

AN

AO3

AE3

SA

AN

SD1

AN

B-8

(b) (6)

(b) (6)

AQF2

AE3

AE1

AQF3

AMH3

ATN3

AQC

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YN3

AQF3

AOAN

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AQB3

ADJ3

AMH3

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ATN2

(b) (6)

ANNEX C

FIGHTER SQUADRON TWO HUNDRED THIRTEEN

COMMANDING OFFICER'S BIOGRAPHY

Commander Ted Charles STEELE, Jr.

Born in (b) (6) Commander STEELE attended elementary and high schools in (b) (6) and graduated from (b) (6) in 1954.

He entered the Navy at this time with an NROTC commission and reported to Pensacola, Florida, for flight training. Upon completion of this training in 1955 Commander STEELE reported to Fighter Squadron SEVENTY-THREE at the Naval Air Station, Quonset Point, Rhode Island.

His next tour of duty was with Fighter Squadron FORTY-ONE at the Naval Air Station, Oceana, Virginia, in 1958. Following this assignment Commander STEELE instructed basic jet carrier qualification at Naval Air Station, Pensacola. In 1962 he reported to the USS FRANKLIN D. ROOSEVELT (CVA-42) as CCA/Assistant CATC Officer. After replacement pilot training in Fighter Squadron ONE HUNDRED ONE in 1964, Commander STEELE spent two years in Fighter Squadron ONE HUNDRED TWO in USS AMERICA (CVA-66). This assignment was followed by 5½ months at the Armed Forces Staff College at Norfolk, Virginia, and subsequent transfer to Fighter Squadron ONE HUNDRED ONE, Detachment, Oceana, Virginia, as AOINC/OINC. Commander STEELE was ordered to Fighter Squadron TWO HUNDRED THIRTEEN as Executive Officer in July 1968.

From December 1968 until the present time Commander STEELE has participated in combat operations in Southeast Asia and has been awarded six Air Medals. Following his tour as Executive Officer, he assumed command of the Black Lions in ceremonies conducted 18 June 1969 while on board USS KITTY HAWK (CVA-63) while deployed to Southeast Asia.

Commander STEELE is married to the former Miss (b) (6) (b) (6) of (b) (6). Commander and Mrs. Steele reside with their children (b) (6) at (b) (6) (b) (6)

ANNEX D

FIGHTER SQUADRON TWO HUNDRED THIRTEEN

EXECUTIVE OFFICER'S BIOGRAPHY

COMMANDER Ronald D. WITTHOFT, U. S. NAVY

Commander Ronald D. WITTHOFT was born in (b) (6) in (b) (6). He completed high school there and graduated from (b) (6) in 1953. In September of that year he entered the Naval Aviation Cadet program at NAS Pensacola, Florida, receiving his Naval Aviator's wings and commission as Ensign in March, 1955.

Commander WITTHOFT's first fleet tour was with Fighter Squadron ONE HUNDRED TWELVE flying the F9F COUGAR and the F3H DEMON. Completing two WESTPAC deployments, he then joined Fighter Squadron ONE HUNDRED TWENTY-ONE in March, 1959, as an instructor and Landing Signal Officer flying the DEMON and the new McDonnell-Douglas F-4B which was just being introduced into the Fleet.

In June, 1963, Commander WITTHOFT returned to sea duty and WESTPAC with Fighter Squadron ONE HUNDRED FORTY-THREE serving as Maintenance Officer and Operations Officer. Returning to shore duty in July, 1965, Commander WITTHOFT earned his BA degree at the Naval Postgraduate School, Monterey, California. He next reported to VX-4 at Point Mugu, California, serving as Administrative Officer and Assistant Projects Officer flying F4 and F8 aircraft on CNO assigned operational test and evaluation projects.

In early 1969 Commander WITTHOFT received orders as Executive Officer of the "Black Lions" of Fighter Squadron TWO HUNDRED THIRTEEN. After refresher training at Fighter Squadron ONE HUNDRED TWENTY-ONE, he joined the "Black Lions" during a WESTPAC cruise in June, 1969.

Commander WITTHOFT, his wife, (b) (6) and their four children reside at (b) (6).